



# TOWN OF HUDSON

## Citizen's Traffic Advisory Committee

Jim Battis, Chairman



12 School Street • Hudson, New Hampshire 03051 • Tel: 603-886-6008 • Fax: 603-816-1291

### CITIZENS TRAFFIC ADVISORY COMMITTEE AGENDA

The **Citizen's Traffic Advisory Committee** will hold its next meeting on **September 21, 2020** at 7:00 p.m. in the **Buxton Meeting Room**, 12 School St., Hudson, NH.

Cloth or Procedure masks shall be mandatory for all people who attend the meetings. Provisions will be made available for compliance.

- ✓ Call to Order
- ✓ Roll Call
- ✓ Public Input Related to Non-Agenda Items

#### **I. Approval of Minutes:**

- A. Approval of August 17, 2020 Meeting Minutes

#### **II. Old Business:**

- A. Review of draft version of the Board of Selectmen Report
- B. Status of Accident and Moving Violations Data Request

#### **III. New Business:**

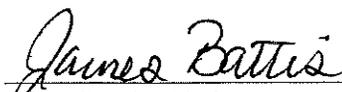
#### **IV. Other Business**

#### **V. Correspondence:**

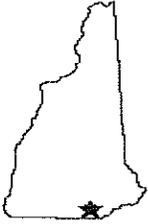
#### **VI. Commissioner's Comments:**

#### **VII. Adjournment**

*Next Meeting: Monday, October 19, 2020 at 7:00 p.m. in the Buxton Meeting Room*

  
James Battis, Chairman





# TOWN OF HUDSON

## Citizen's Traffic Advisory Committee Minutes - Draft



Chairman J Battis • Town Engineer E Dhima • Town Planner B Groth

12 School Street Hudson, New Hampshire 03051 • Tel: 603-886-6018 • dstickney@hudsonnh.gov

**August 17, 2020 – 7PM**

Hudson Community Center - 12 Lions Ave., Hudson, NH 03051

Covid-19 Precautions – In-person participation

**Call to Order:** J Battis called the meeting to order at 7:01 p.m.

**Roll Call:** J Battis (Chair), G Kennedy (Vice Chair), T Wyatt (Secretary), H Schibanoff (Member)

**Public Input:** None in attendance

I. **Approval of minutes:** There was a **motion** by H Schibanoff to approve the minutes that was seconded and **passed** unanimously.

II. **Old Business:**

None

III. **New Business:**

A. Discussion of First Report to Board of Selectmen

Both the form of presentation and the substance of the report were discussed. A general summary of meetings along with listing of traffic concerns and planned roadway projects would comprise the basic report. Due to the health crisis, the first report is delayed and it was suggested that the report should be once rather than twice a year. It was agreed that the report should reflect traffic accident information from Police and/or Town records to include:

- Location, date and time
- Fatality or transportable injury
- Damage to Town or private property
- Moving violation location, date and time
- Signal violation location, date and time

There was a **motion** by G Kennedy to request accident information that was seconded and **passed** unanimously.

After brief discussion of various traffic issues, it was decided that one member should draft the report for the committee to review. There was a **motion** by G Kennedy that J Battis should write the preliminary report that was seconded and after brief discussion was **passed** unanimously.

IV. **Other Business:** None

V. **Correspondence:** An e-mail from resident C Thatcher was read into the record regarding the Hillwood Logistics Center development and a reply was sent by J Battis with reference to the Town web site to see the CTAC meeting minutes. It was also stated in the reply that the HLC development is in the planning process, which is regulated by legal statute and does not involve the CTAC. The e-mail will be forwarded to the Planning Board for their consideration.

VI. **Commissioner's Comments:**

H Schibanoff: Witnessed near miss accident from tractor-trailer truck running the red light at the Wal-mart intersection emphasizing the problem of traffic in that part of Hudson.

T Wyatt: Hudson is overwhelmed by the scope of the HLC development proposal and hopes that the CTAC will be called upon to assist the Planning Board wherever possible.

G Kennedy: Looking forward to receiving information on accidents to further identify traffic issues and encourage residents to attend CTAC meeting to voice concerns about traffic in Hudson.

J Battis: Echo G Kennedy encouragement of residents to voice concerns about traffic either at a meeting or by e-mail through the town web site. There is one vacancy on the CTAC for a full member and two vacancies for alternate members.

- VII. **Adjournment:** There was a **motion** by T Wyatt to adjourn that was seconded and **passed** unanimously. The meeting was adjourned at 8:12 p.m. The next meeting is scheduled for September 21, 2020 at 7:00 p.m. in the Hudson Community Center.

*Tim Wyatt Hudson Citizen's Traffic Advisory Committee, Secretary*

8/30/2020

## ***Citizen's Traffic Advisory Committee***

### **Report to the Board of Selectmen Hudson, New Hampshire**

*DATE, 2020*

#### **I. Introduction**

The Citizen's Traffic Advisory Committee (CTAC) held its organizing meeting on 16 December 2019 with subsequent monthly meetings through March 2020. Due to the state mandated COVID restrictions, the CTAC suspended meetings until 29 July 2020 at which time it resumed functioning. This report covers the accomplishments of the committee from its organizational meeting through the August 2020 meeting. To a large degree, the CTAC was occupied during this window with organizational issues and initial discussion about the traffic issues in Hudson and the efforts of the Engineering and Planning Departments to address these issues.

The committee was initiated with three members occupying the five full member positions and no appointed alternate members. During the subsequent months, two additional members were appointed. Unfortunately, one member resigned, leaving the CTAC with four full members and no alternate members. The committee has been supported by The Town Engineer, Mr. Elvis Dhima and the Town Planner, Mr. Brian Groth.

#### **II. Activities**

During the initial meetings, the committee performed various organizational functions, including election of officers and the establishment of Bylaws. During subsequent meetings a more comprehensive set of Bylaws, based on the Board of Selectmen's charge to committee, were developed and approved.

The committee was given an overview of roadways ways and the general needs for traffic mitigation in Hudson and, more specifically, of the traffic volumes and control system in the Library Park area (Derry Road, and Ferry, Central, Library and Chase Streets) and along Lowell Road. In addition, the Town Engineer briefed the CTAC on four project either underway or considered by the Town including (1) Southbound Lowell Road widening to accommodate a second lane to the Circumferential Highway on ramp; (2) Wason Road widening at the Lowell Road intersection to improve traffic turning north; (3) Lowell Road widening to accommodate a right turn on Pelham Road; and (4) Reconfiguration of the Birch Street /Lowell Road/County Road/Belknap Road intersections.

The committee also initiated discussions concerning several possible traffic mitigation measures. These included Park and Ride parking lots and mass transit expansion into Hudson.

In general, it was concluded that Park and Ride lots with shuttles, assuming the primary target of a park and ride shuttle would be Nashua Center, the relatively short travel distance from Hudson and limited vehicle reduction would not have a significant impact on the present traffic situation. The concept would seem more appropriate with lots distributed more regionally or with a more specific destination, such as the proposed future Boston to New Hampshire passenger rail expansion.

A review of the Nashua Regional Transit Expansion Study (December 2019) by the Nashua Regional Planning Commission was conducted relative to the merits of mass transit expansion into Hudson. Unfortunately, the relatively dispersed population in Hudson and competing destinations, such as the Amherst Walmart Superstore, suggested that Hudson, at least on a loop along Lowell Road, is not presently an feasible expansion target for Nashua Transit System expansion at this time.

However, the continuing development of fifty-five and over housing in Hudson particularly in the northern half of Hudson, might alter this outlook. Additionally, the recent approval of a large apartment complex on Lowell Road and the potential development of the Hudson Logistics Center would significantly alter the assumptions of the previously mentioned Nashua Regional Transit Expansion Study.

At our final meeting of this period, the committee was briefed by the Town Engineer concerning the COVID-19 restriction effects on traffic volume along the major road corridors in Hudson. Although a significant decline in traffic volume was seen at the beginning of the COVID restrictions, approximately a 40% decline in traffic in early April, the traffic volumes have been recovering to just below pre-COVID levels in mid-July. The small reduction of about 5% compared to pre-COVID levels seen in mid-July has been sufficient to noticeably ease congestion along these major corridors with the notable exception of rush hour slowdowns at the Lowell Road northbound lane drop. Although something of a positive, it is too early to identify any long term traffic relief.

Finally, the CTAC has attempted to develop an inventory of traffic issues in the Town of Hudson. Although this inventory has not been finalized by the committee, we present out preliminary evaluation:

Traffic Issue	Description
<b>Wason/Bush Hill/Kimball Hill Road System</b>	This complex serves as a secondary East-West bypass for Lowell Road from the Sagamore Bridge to Rte 111 and beyond. It appears to be primarily an issue at rush hour. Due to it many curves, intersections with lesser streets and driveways, and high grades, it is inadequate for the level of traffic and typical speeds.
<b>Speeding/Signal Violations</b>	Most apparent in the Sagamore Bridge area, signal violations have been noted as an increasing hazard throughout the town, as have speeding violations. It is assumed, without the supporting data at this time, that this increases accidents that, in turn, increase traffic delays, the most common traffic issue for most highway users.
<b>Rte 111/Central Street</b>	The major issues with Rte 111 are the speed limit which one member rated as too high and the Central-Greeley-Kimball Hill intersection. It was noted that this intersection has been improved by recent changes but the complex intersection with Windham Road could still be improved.
<b>Library Park</b>	This designation was a proxy for the Library Park intersections including the Library Street-Central street intersection. These intersections are the most heavily traveled in Hudson by a factor of two. Most of this traffic probably consists mostly of through traffic into or out of Nashua. Improvements in signal sequencing has greatly improved the traffic through

Traffic Issue	Description
	this area. However, the volume of traffic still makes this a traffic issue.
<b>Sagamore Bridge/Lowell Road-Wason Road area</b>	A high number of signal violations and lane violations (south-bound on to bridge) are noted in this area. Proposed modifications in the Lowell Road-Sagamore bridge south bound ramp will improve this situation but the projects are for marginal improvement to the traffic conditions. This is also a primary feeder into the Wason Road-Bush Hill-Kimball Hill complex.
<b>Pedestrian Issues</b>	The lack of sideways and thus and thus pedestrian crossings at many intersections was noted. My own reaction is "Is this a planning issue or a traffic issue?"
<b>Mass Transit</b>	The committee has considered the potential impact of several mass transit related topics such as expanded NRTA routes and "Park and Ride" sites to traffic issues in Hudson, primarily on Rte 102 (Derry Road), a primary feeder into the Library Park intersections and along Lowell Road. It is clear the encouragement of Mass Transit use would decrease traffic issues on these major corridors but it is not clear how to encourage that goal.
<b>Lowell Road</b>	The Lowell Road corridor is a feeder to and from the Sagamore Bridge and Rte 3 into Massachusetts, a major commuter route for this region. The restriction of the road just past Executive Drive is a major traffic issue in the afternoon rush hour as is the south-bound ramp onto the Sagamore Bridge in the morning rush hour. It is hoped that proposed improvements to the south-bound ramp will help to alleviate some of the morning traffic issues. The constriction in the afternoon at Executive Drive probably encourages use of the Wason Road-Bush Hill-Kimball alternate route in the afternoon. It is not clear that further improvements on Lowell Road would improve traffic flow on either system.
<b>Sherburne Road</b>	Sherburne Road/Dracut Road intersection has been the location of several significant accidents over the past years. This is a heavily traveled corridor from Pelham and Massachusetts whose traffic loading has increased steadily over the past few years. Platooning of vehicles along Dracut Road during rush hours has made entry from side roads, like Sherburne Road, more difficult in the past few years. One wonders about the the effect of rush hour traffic issues on Rte 3 for increased traffic from or to Massachusetts along this corridor.

### III. Public Input

The committee brings to the attention of the Board of Selectmen three items (emails) of public input addressed to the committee. One of these items was an anonymous contact regarding parking issues and was referred to the Highway Safety Committee. The other items were concerned with potential traffic issues related to the proposed Hudson Logistic Center presently before the Hudson Planning Board. The committees position is that the planning process is a legal process in which this committee

has no role. Both emails were forwarded to the Planning Board through Town staff. However, as is clear to anyone considering the traffic situation in Hudson, the Hudson Logistic Center proposal will have significant impact on traffic in Hudson and will likely mandate significant traffic infrastructure development throughout Hudson.

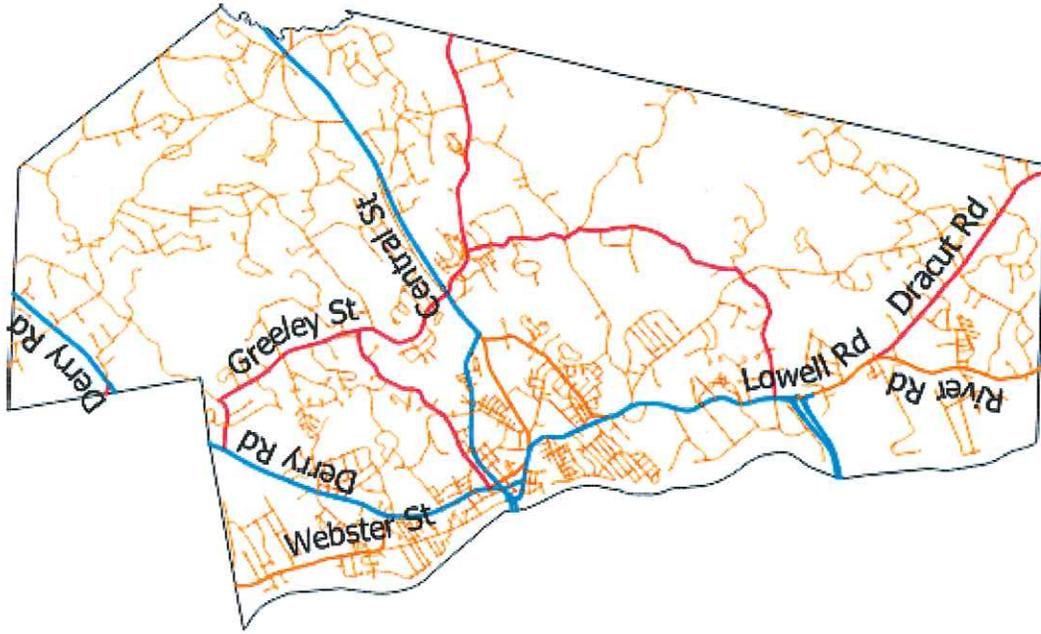
#### **IV. Summary and Recommendation**

In its initial meetings, the CTAC has established a basic understanding of traffic issues in Hudson and the efforts of the Town to alleviate these issues.. Working with the Town Engineer and Planner, the committee should be in a position going forward to highlight traffic issues in Hudson, advise the Board of Selectmen on traffic issues, and to highlight potential future traffic issues.

The CTAC makes one request of the Board of Selectmen. In its charge to the CTAC, the Board of Selectmen specified that the committee shall report to the Board of Selectmen every six months. The committee recommends that this requirement be altered to require the committee to report to the Board of Selectmen not less than once per year. This alteration would give the committee greater flexibility in reporting allowing more rapid reporting on specific and immediate traffic issues while reducing potentially vacuous reporting.

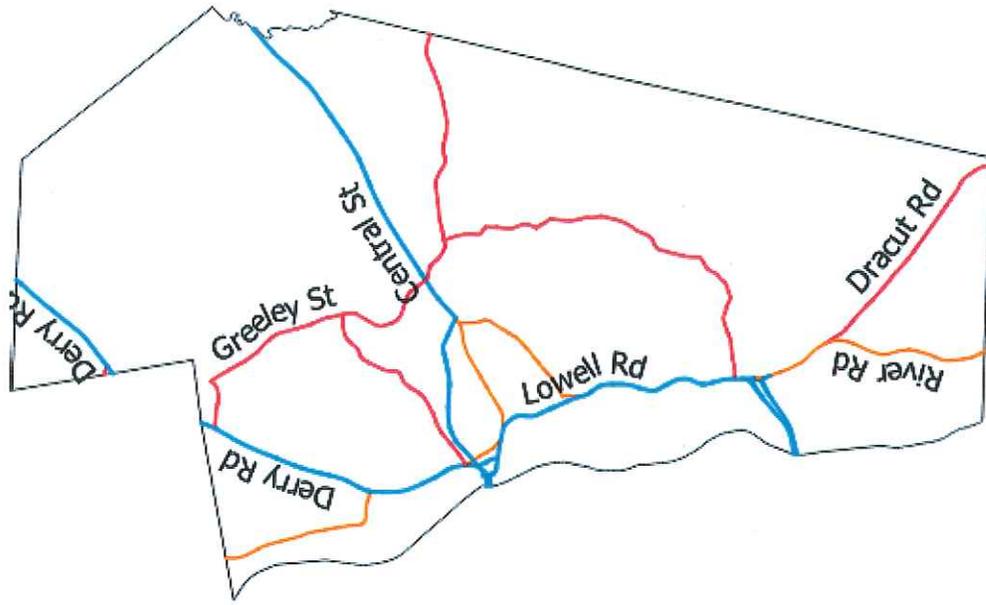
# Proposed Data Request Reduction

Original Request  
All Hudson Roads



- Symbol Value
- Local (Orange line)
  - Major Collector (Red line)
  - Minor Arterial (Yellow line)
  - No Functional System (Light Blue line)
  - Principal Arterial - Other (Dark Blue line)

Modified Request  
Principal and Minor Arterial  
and Major Collector



Roadway Function Based  
on NH DoT Functional  
System Designation